

feet by 4½ feet. Mr. French makes mention of a desecrated chapel, now used as a malt kiln.—The *Literary Gazette* gives a letter respecting the proposal of Mr. Vaux as a Fellow of the Society of Antiquaries, after he had been black-balled a short time previous, in which the writer states, that the candidate had been employed in an underhanded way at Winchester, in prejudicing the people of the town against the Archaeological Association.

NOTES IN THE PROVINCES.

Two Bristol Dock Company's works and the banks of the river have been damaged by the late floods to the extent of from 8,000*l.* to 10,000*l.* It will require the labour of 400 men to the end of July to affect the company's repairs.—Eight hundred pounds have been raised by voluntary contributions for enlarging the parish church of Huffume, near Collumpton.—The first pile of the Nore viaduct, at Kilbricken, on the Great Southern and Western Railway, was driven yesterday week. A great multitude assembled to witness the operation.—The Lords of the Admiralty require that a portion of the projected new bridge over the Medway, at Rochester, shall form a swing-bridge, fifty feet in width, so as to admit vessels of large burden to pass up the river. The announcement has caused the greatest consternation throughout the neighbourhood.—The great success which has attended the reduction in the price of gas at Liverpool to 4*s.* 6*d.* per 1,000 feet, has rendered an enlargement of the company's works necessary. At a meeting of the proprietors held last week, it was determined to purchase sites in distant parts of the town for two new manufactories, one to be at the north end, the other in Totteth-park, between Harrington-street and Gratton-street. The profits of the company admit of a dividend being declared of 10 per cent., irrespective of the income tax.—The site selected for the Hull Cemetery is at a short distance beyond the Zoological Gardens; commencing at Newland Toff, it extends in a line towards Spring-head, for about two thousand five hundred feet, having Spring-bank for the southern boundary.—The foundation-stone of the engine-house and tower connected with the Green-lane Water Works, Liverpool, was laid last week by Mr. John Holmes. The contractors are Messrs. John Johnson and Son.—The improvements in Holyrood-park, which have been for years in contemplation, are at last commenced. The Earl of Haddington has received 30,674*l.* 1*s.* 8*d.* for the loss of his interest. It is intended to lay out such carriage-drives and convenient footpaths, as may with reference to the different points of access from Edinburgh and its environs, open a complete circuit-drive of the whole park, and present convenient means to the public of visiting it.—The Yarmouth Church Restoration Fund has lately been increased by a donation of 30*l.* from the Queen Dowager.—The directors of the West Ham Gas Company are in treaty for a plot of ground situate in Angle-lane, Stratford, and contiguous to the Eastern Counties Railway Station, for the erection of their works.—The *Bridgewater Times* states that Mr. John Gregory, architect and builder (?) has contributed 2*l.* towards the erection of Emanuel Church, Weston-super-Mare, and that it is intended to lay the foundation-stone on Monday next.—A new Unitarian Chapel is about to be erected at Gee Cross, near Hyde, at a cost of 6,000*l.* The architects are Messrs. Weightman and Hadfield of Sheffield.—The barracks at Pembroke-dock are now perfectly completed. The fortification is in form an irregular octagon, including an area of 6,000 square yards. The building, comprising the quarters for the officers and men, magazines, stores, canteen, hospital, &c., is two stories high, with basement throughout, composed of limestone obtained in the immediate vicinity, hammer dressed, and laid in courses. The extensive faces are prepared with 430 loop-holes for musketry, the whole protected by spacious bastions mounting 16 pieces of artillery, having a ditch 16 feet by 40 all round.—A large water-wheel has lately been erected at the Field Mill, near Mansfield, by Mr. Kirkland, for the Duke of Portland. It measures 40 feet in diameter, and is 11 feet

broad; and the weight of metal used in its construction was about seventy tons. The water is laid on at two levels, conducted in large iron pipes, and the power is computed to be equal to that of fifty horses, and the amount of expenditure upwards of 2,000*l.*—The new church at Dodworth, in the diocese of Ripon, was opened by licence last Sunday week. It is spoken of as being neat, substantial, well finished and commodious. It contains about 500 sittings, and is lighted by thirteen solar lamps of brass suspended from the beam-work by ornamental iron rods.—Great exertions are being made by the clergy and gentry in the neighbourhood of Chelmsford, to collect a sum sufficient to defray the cost of enlarging considerably St. John's Chapel at Moulham.—On Monday last, Prince Albert laid the foundation-stone of the Royal Victoria Yacht Club-house at Ryde, Isle of Wight. There were present several thousands of spectators, including many of the nobility and gentry, and a large body of naval and military officers from Portsmouth. In answer to a loyal address presented on the occasion by Dr. Lind, his royal highness said, "I beg to return you my best thanks for the kind expressions contained in your address. It affords the Queen great pleasure to give her patronage to such a useful undertaking as the building of this club-house. I am proud of the work of laying the first stone of your edifice. May your society increase in numbers, and enjoy that continued prosperity which I am sure it well deserves."

RAILWAY TOWNS—CREWE.

ONLY a few years ago, the site of Crewe was a boggy and neglected piece of land, forming part of what was called Oak Farm; and when it was purchased by an attorney, at the rate of 33*l.* per acre, neighbours shrugged up their shoulders, and thought his usual wit had deserted him, especially when they afterwards found he had bought other land adjoining, to the extent, in the whole, of 100 acres. Very soon afterwards, the Grand Junction Railway was projected, and as it passed through Oak Farm, the lawyer obtained for a small portion more than he had paid for the whole. Other lines must need come there too; more profit accrued to the owner, and ultimately the Grand Junction Company determined on making this a central position, and the lucky lawyer received 500*l.* per acre for all that was left.

The town of Crewe has risen within the last six years, and now comprises 2,000 inhabitants. We avail ourselves of an article in the *Liverpool Journal* for the following information:—

The buildings are all new designs by Mr. Cunningham, and erected by Messrs. Samuel and James Holmes. Elaborate decoration was not required; but art revealed itself in imparting beauty to dwellings of labourers; and an endless variety gives a pleasing appearance to houses, which less cultivated judgment would have rendered sombre, because uniform.

The dwelling-houses arrange themselves in four classes: first, the villa style lodges the superior officers; next, a kind of ornamental Gothic constitutes the houses of the next in authority; the engineers are domiciled in detached mansions, which accommodate four families, with gardens and separate entrances; and last, the labourer delights in neat cottages of four apartments, the entrances within ancient porches. The first, second, and third, have all gardens and yards; the fourth has also gardens; and, to the credit of the labourers, one of them, at the recent floral show, carried away the prize.

The rooms are all capacious: the ground-floors are tiled, and, as the back and front are open, ventilation is perfect. Each house is supplied with gas; the water is always on at present in the street, but is to be immediately introduced into the houses. The engineers, &c. pay 3*s.* 6*d.* a week, the labourers 2*s.* For water there is no charge, but for gas they pay in winter twopence per week for each burner. The fittings cost them nothing. There are baths, play-ground, news-room, library, schools, and assembly-room. They pay one penny each for a bath when they use it, subscribe for papers and books, and pay twopence a week for each child's schooling. The company provide clergymen—one of the church of England, one of the church of Scotland—and pays 50*l.* a year

to the surgeon, Mr. Edwards, who contracts with the community at threepence a week for each family, medicine included; and the wisdom of the arrangement is implied in the fact, that since his appointment, there has not been a single death in the town—previously there were several.

A new church is on the point of completion. It is built with blue or variegated brick, in the style of early Norman, with tower, transept, &c. and is most comfortably fitted up inside. It occupies the centre of an open space, and on the left are the boys' school, the girls' school, and the infants' school. In the boys' school we saw sads under twelve drawing most careful and accurate outlines of locomotives:

The workshops cover no less than 30 acres, in the more acute portion of the angle. On the right, you turn into a large apartment fitted up for building new waggons; it opens into another still larger, and here waggons are repaired. Further on is the forge, where the iron work of Mr. Owen's department is executed. The fan is used instead of the bellows; but here, as in all other smithies, bellows are erected in the event of the fan failing. Turning round from the wagon department, you enter the coach-building room, in continuation of which are the repairing shop and smithy attached. You see here the process of coach-making, from the first frame to cunning device in heraldry, which finishes the vehicle with an aristocratic attribute.

The next great wing of the building is devoted to the locomotive department. It presents the aspect of a vast polytechnic institution: all the implements of engineering science seem gathered together here. Planing machines of all forms and sizes fill up the centre, connected with endless straps to a power-transmitting drum; while on either side were lathes, punching, shearing, and cutting machines. All were in motion, certainly not noiselessly; but they seemed almost instinct with life, for they did, unbidden, their various duties. In the extreme wing is the brass foundry and brass work, where men with patient touches of ingenious art fashion metal into forms of beauty."

STONE CHAIR IN LENHAM CHURCH.

SIR,—To the inquiries of your correspondent "C." at p. 90 *ante*, in reference to the stone chair, I would refer him to the paper of Mr. Wells, an extract from which is quoted at p. 640, Vol. II. of your journal. No authority can be cited in support of the opinion of a "confessional being placed in the chancel."

The views of your correspondent as regards the chair are much the same as that of Mr. Wells. He, however, appears to be mistaken as to the small stone at the side of the chair, "described as the kneeling stone," which he says "may have served for a seat to one of the officiating chorister boys." On looking to the plan and perspective views given in Vol. II., it is obvious this stone could not be conveniently used as a seat, because the lower part is only about 6 inches from the floor, and the upper part (next the chair), is scarcely 7 inches wide, whilst the part before the wall does not exceed 3 inches.

It is well known, at least to Roman Catholics, that after the celebration of mass, the priest retires to one side of the altar to pray in silence with his face towards the east, and there is no reason to doubt that the so-called small seat or kneeling stone was appropriated for that use.—I am, Sir, &c.

Gorey, Feb. 23rd, 1846.

J. R.

THE MIDDLESEX NEW PRISON.

THE first stone of the new building, to be called "The Middlesex House of Detention," will be laid during the course of the ensuing month. The prison inspectors have furnished the designs. A correspondent informs us that Mr. Grimdell, of Sun-street, Bishopsgate, is the builder, and that his contract amounts to 30,000*l.*, independent of the old building materials, which are calculated to be of the value of from 10,000*l.* to 12,000*l.* The builder is under terms to complete the prison in eighteen months from the present time.

The old prison, which has been demolished, was erected in the reign of James II.